

FRANKLIN 2020 TRANSPORTATION PLAN

**DEVELOPED BY THE
TRANSPORTATION PLANNING DIVISION

OF THE

VIRGINIA DEPARTMENT OF TRANSPORTATION

IN COOPERATION WITH

THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY
ADMINISTRATION

&

THE CITY OF FRANKLIN**

JUNE 2002

This report does not constitute a standard specification, regulation or provide a funding mechanism for the included transportation recommendations.

INTRODUCTION

The Franklin 2020 Transportation Plan was developed as a joint effort between the Virginia Department of Transportation and the City of Franklin. The purpose of the study was to evaluate the transportation system in the Franklin area and to recommend a set of transportation improvements that could best satisfy existing and future transportation needs. This study identified needs that are based upon capacity, roadway safety, geometric conditions, and land use.

Improved transportation systems remain vital to Virginia's, as well as the local area's, continued economic growth and development. The provision for the effective, safe and efficient movement of people and goods is a basic goal of all transportation programs in the Commonwealth of Virginia. It is with this basic goal in mind, and with further consideration of environmental issues and local desires, that this transportation plan has been developed.

The Virginia Department of Transportation will use this plan when evaluating requests from the local governments for specific transportation projects and/or for implementing projects that the Department initiates. The list of recommendations will also be used in the statewide transportation planning process in order that the statewide magnitude of needs can be better quantified.

STUDY AREA THOROUGHFARE SYSTEM

The City of Franklin, bordering Southampton County to the west and Isle of Wight County to the east, is located along US Route 58 in southeast Virginia. The city is relatively flat with elevations ranging from 10 to 90 feet above mean sea level and is comprised mostly of level terrain. A finite urban area was established for purposes of this transportation study, which followed the corporate limits of the City of Franklin.

Inside the study area limits, a specific set of highways that have been approved by the Virginia Department of Transportation, the Federal Highway Administration, and the City of Franklin have been selected and designated as the area's urban thoroughfares. The urban thoroughfare system is identified as roads that are functionally classified as collectors or arterials. The subsequent analysis and recommendations were limited to those designated roadways, with the exception of any recommended facility on new location and those improvements that have been requested by representatives of Franklin on the local unclassified street system. In addition, improvements to the following other modes of transportation have been evaluated: bicycle and pedestrian facilities; intercity rail, bus and air travel; transit, paratransit, and taxi; and goods movement.

DEMOGRAPHIC OVERVIEW

The City of Franklin has been slowly and steadily adding to its population base. From 6,880 people in 1970, the population of the City of Franklin increased to 8,346 in the 2000 Census. The growth has been fairly uniform, ranging from 400 to 600 persons per decade. In the past, the residents of Franklin were mainly employed at Union Camp Corporation (International Paper) and in the agricultural industry; however, this trend has shifted to professional and related services. Some of the largest employers in Franklin are Southampton Memorial Hospital and the City of Franklin.

PHASE ONE: BASE YEAR ROADWAY RECOMMENDATIONS

Armory Drive from SCL to College Drive

This five-lane section with a center turn lane has a high number of accidents. The problem is compounded by numerous driveways and many ill defined access points. A review of signage, sight distances, lighting, median, turn lanes, and driveway consolidation is recommended to evaluate appropriate measures. The total cost of improvements is expected to be \$250,000 (no additional right-of-way is anticipated).

College Drive from South Street to Stewart Drive

This section has a high number of accidents. A review of signage, sight distances, lighting, turn lanes, parking, and driveway consolidation is recommended to evaluate appropriate measures. The total cost of the improvement is expected to be \$100,000 (no additional right-of-way is anticipated).

College Drive from Stewart Drive to Clay Street

This two-lane section of College Drive from Stewart Street to Sycamore Road is flanked by a four-lane section on either side. The section is recommended to be widened to four-lanes under Virginia Transportation Development Plan (VTDP). As part of the project, the four-lane section from Sycamore Road to Clay Street would be reconstructed. The estimated cost of this improvement is \$1,714,000, which accounts for preliminary engineering, right-of-way, and construction. This project is under construction and is expected to be completed by 2003.

High Street from South Street to Fairview Drive

The section has high number of accidents. A review of signage, sight distances, lighting, turn lanes, and driveway consolidation is recommended to evaluate appropriate measures. The total cost of the improvement is expected to be \$250,000 (no additional right-of-way is anticipated).

Intersection of 2nd Avenue and Main Street

To generate maximum capacity during peak hours, the intersection has a left turn restriction for the traffic on 2nd Avenue. Additional signs conveying the same are recommended for clarity. An amount of \$2,000 is budgeted towards it.

Intersection of Clay Street and College Drive

The intersection has high number of accidents. A review of signage, sight distances, lighting, turn lanes, and markings is recommended to evaluate appropriate measures. The total cost of the improvement is expected to be \$20,000 (no additional right-of-way is anticipated).

Intersection of South Street and College Drive

Intersection improvement planned under VTDP. The total cost of this improvement is estimated at \$1,308,000 that includes improvements to the intersections of South Street and Pretlow Street, South Street and High Street, and Armory Drive and Bailey Drive. The improvements are planned to be completed in 2002.

Intersection of 2nd Avenue and Mechanic Street

The intersection has high number of accidents. A review of signage, sight distances, lighting, turn lanes, and markings is recommended to evaluate appropriate measures. The total cost of the improvement is expected to be \$20,000 (no additional right-of-way is anticipated).

Intersection of 2nd Avenue and High Street

To generate maximum capacity during peak hours, the intersection has a left turn restriction for the traffic on 2nd Avenue. Additional signs conveying the same are recommended for clarity. An amount of \$2,000 is budgeted towards it.

Intersection of Armory Drive and College Drive

The intersection has high number of accidents. A review of signage, sight distances, lighting, turn lanes, and markings is recommended to evaluate appropriate measures. The total cost of the improvement is expected to be \$20,000 (no additional right-of-way is anticipated).

Intersection of Main Street and Elm Street

The turning radius for trucks executing a right turn from the south approach (Main Street) to Elm Street is inadequate and needs to be widened. The total cost of the improvement is expected to be \$25,000 (including right-of-way).

Railroad Grade Crossing on Old Bowers Road

Protective flash lights and bells are recommended to be installed at the grade crossing. The total cost of improvements is expected to be \$25,000.

Railroad Grade Crossing on Beaman Street

Protective flash lights and bells are recommended to be installed at the grade crossing. The total cost of improvements is expected to be \$25,000.

PHASE TWO: INTERIM YEAR (2010) ROADWAY RECOMMENDATIONS

Armory Drive from College Drive to Gardner Street

The two-lane section is projected to have a level of service (LOS) deficiency. Widening it to a four-lane urban cross-section (Curb & Gutter, Sidewalk) is recommended for 2010. The total cost of improvements is expected to be \$4,320,000 (including right-of-way).

Fairview Drive from Hunterdale Road to High Street

The two-lane roadway is recommended to be widened to a 30-foot urban cross-section (Curb & Gutter, Sidewalk) in 2010. The total cost of improvements is expected to be \$2,835,000 (including right-of-way).

High Street from Beaman Street to Fairview Drive

The two-lane roadway is recommended to be widened to a three-lane (Center turn lane) 40-foot urban cross-section (Curb & Gutter, Sidewalk). An eight foot wide hike and bike trail, separated from the motorized travelway is also proposed. The total cost of improvements is expected to be \$3,690,900 (including right-of-way).

Hunterdale Drive from Clay Street to NCL Franklin

The two-lane roadway is recommended to be widened to a four-lane urban cross-section (Curb & Gutter, Sidewalk). The project is partially funded under VTDP. An eight foot wide hike and bike trail, separated from the motorized travelway, is also recommended in addition to the VTDP. The total cost of improvements is expected to be \$9,215,000 for roadway widening (including right-of-way) and \$242,100 for hike and bike trail (including right-of-way).

Pretlow Street from Progress Parkway to 0.17 miles north of Morton Street

The two-lane roadway is recommended to be widened to a 30-foot urban cross-section (Curb & Gutter, Sidewalk) in 2010. The total cost of improvements is expected to be \$2,205,000 (including right-of-way).

Pretlow Street from 0.17 miles north of Morton Street to Laurel Street

The two-lane urban roadway is recommended to have a pedestrian sidewalk constructed in 2010. The total cost of improvements is expected to be \$9,600. No additional right-of-way is required.

Intersection of South Street and Pretlow Street

The unsignalized intersection warrants signal in 2010. A budget of \$180,000 is earmarked for it (No additional right-of-way is estimated).

Intersection of Armory Drive and College Drive

The intersection is projected to exhibit operational deficiency in 2010. It is recommended that the intersection be reconfigured along with the planned widening of Armory Drive. The improvement is expected to cost \$90,000.

PHASE THREE: STUDY YEAR (2020) ROADWAY RECOMMENDATIONS

South Street from Amber Drive to High Street

The roadway is projected to have level of service problems in 2020. The 2020 operating conditions warrant four through lanes. The total cost of the improvement is expected to be \$8,424,000 including \$2,808,000 for right-of-way. This improvement should be examined along with the alternative of widening Armory Drive/ 2nd Avenue.

2nd Avenue from Armory Drive to Mechanic Street

The roadway is projected to have level of service problems in 2020. The 2020 operating conditions warrant four through lanes. The total estimated cost of this project is \$3,600,000 including \$120,000 for right-of-way. This improvement should be examined along with the alternative of widening South Street.

Armory Drive from Gardner Street to 2nd Avenue

The roadway is projected to have level of service problems in 2020. The 2020 operating conditions warrant four through lanes. The total estimated cost of this project is \$720,000 including \$240,000 for right-of-way. This improvement should be examined along with the alternative of widening South Street.

College Drive from South Street to Armory Drive

The roadway is projected to have level of service problems in 2020. The 2020 operating conditions warrant four through lanes. The total estimated cost of this project is \$3,600,000 including \$120,000 for right-of-way.

Intersection of High Street and Fairview Drive

The unsignalized intersection warrants signal in 2020. A budget of \$180,000 is earmarked for it (No additional right-of-way is estimated).

Intersection of 2nd Avenue and Mechanic Street

The intersection is projected to exhibit operational deficiency in 2020. It is recommended that the intersection be reconfigured as part of 2nd Avenue widening. The intersection improvement is expected to cost \$90,000.

OTHER MODES OF TRANSPORTATION

Parking

The City of Franklin has adequate on-street and off-street parking along major thoroughfares, though it may not be available adjacent to every destination. There are no specific recommendations related to parking at this time.

Bicycle / Pedestrian

Currently there are no dedicated bicycle facilities within the corporate limits of the City of Franklin. Sidewalks exist on either both or one side of many of the thoroughfare roadways. Specific pedestrian facility recommendations are covered under thoroughfare improvements.

Transit, Paratransit, and Taxi

Taxi service is provided by private companies in the city. No recommendations associated with transit, paratransit, and taxi services are being made as part of this plan.

Goods Movement

Improvement in turning radius for trucks at the intersection of Main Street and Elm Street is covered under location specific improvements.

Intercity Rail, Bus and Air Travel

The nearest commercial airport is located in the City of Norfolk (Norfolk International Airport), 56 miles to the northeast. Franklin Municipal Airport located just outside the corporate limits in Isle of Wight County is a non-commercial airport serving general aviation needs. Amtrak, the intercity railroad company, provides a bus service to Norfolk from the train station at Newport News. Franklin is served by intercity bus service provided by Greyhound.

LOCAL ROADWAY PROJECTS

Proposed Andrews Avenue extension to N High Street

It is recommended that a new 24-foot wide two-lane road with rural cross-section be constructed between Andrews Avenue and N High Street. The 1.0-mile road is proposed as a local initiative and is expected to cost \$1,035,000 (including right-of-way).

Proposed Council Drive from Clay Street to Armory Drive

It is recommended that a new 24-foot wide two-lane road with urban cross-section (curb & gutter, sidewalk) be constructed between Clay Street and Armory Drive. The 1.2-mile road is proposed as a local initiative and is expected to cost \$3,780,000 (including right-of-way).

Proposed Washington Street extension from Railroad Crossing to Armory Drive

It is recommended that a new 24-foot wide two-lane road with rural cross-section be constructed between Andrews Avenue and N High Street. The 0.1-mile road is proposed as a local initiative and is expected to cost \$315,000 (including right-of-way).

ENVIRONMENTAL OVERVIEW

An environmental overview was conducted for the roadway recommendations that included widening (providing additional travel lanes) or development of new roadway facilities for the City of Franklin. The results of the environmental overview are included in the analysis of the recommended improvements in the Franklin 2020 Transportation Plan Technical Report.

LOCAL COORDINATION & CITIZEN PARTICIPATION

The development of the Franklin 2020 Transportation Plan included several coordination meetings with local staff members of the city and will include a public meeting to be held with VDOT representatives, PDC representatives, city officials, and residents of Franklin. For information for all thoroughfare roadways, contact the City of Franklin or visit the project web site at <http://www.vdoturbanplans.com>.

The coordination meetings consisted of a kick-off meeting, an existing conditions meeting, and a draft recommendations meeting. The kick-off meeting, held on 13 May 1999, enabled the project team to discuss with local staff the purpose and scope of the study, the schedule for data collection and plan preparation, and the coordination process. Follow-up meetings were held on 10 December 1999 and 6 January 2000 allowed the project team to discuss the results of baseline and horizon year traffic analysis and also allowed local staff to communicate desired transportation needs. At the 12 July 2001 meeting, the project team presented and discussed with city officials the draft 2020 Transportation Recommendations. The city staff provided input that was then used to draft the final recommendations.

A public meeting was held at the city council chambers on April 22nd from 4:30 p.m. to 6:30 p.m. The purpose of this meeting was to present the recommendations to city officials, citizens, and other interested parties, and to receive comments on the plan.

PLAN ADOPTION

The Franklin City Council adopted the Franklin 2020 Transportation Plan at a council meeting on 24 June 2002.

ADDITIONAL INFORMATION

More details on the development of the Franklin 2020 Transportation Plan and the study recommendations are available in the Franklin 2020 Transportation Plan Technical Report and the Franklin 2020 Transportation Plan website, <http://www.vdoturbanplans.com/franklin/htm>.

In addition to this 2020 transportation plan for the City of Franklin, the Virginia Transportation Development Plan (VTDP) also addresses transportation needs. The VTDP is a comprehensive listing of transportation projects scheduled for construction or improvement over the next six fiscal years, as well as anticipated funding allocations. More information regarding the VTDP can be obtained on the Internet at the address <http://www.vdot.state.va.us/proj/projects.html>. VTDP projects in the City of Franklin are found by selecting Volume 1, then selecting 'Urban System' under the Hampton Roads District. Information on VTDP projects for the City of Franklin can also be found by contacting the VDOT Resident Engineer at the Franklin Residency office (Tel: 757 562-3194).

FRANKLIN TRANSPORTATION RECOMMENDATIONS

Route	Facility name	From	To	Road Segment Length (miles)	Remarks	Cost (in 2000 \$)	Existing Typical Section (width)	Recommended Typical Section (width)	2000 ADT	2020 ADT
US 258	South St	Amber Dr	College Dr	0.27	Widen street to four-lane urban cross-section in 2020.	1,944,000	U3 (40')	U4 (48')	5,500	8,150
US 258	South St	College Dr	Bank St	0.2	Widen street to four-lane urban cross-section in 2020.	1,440,000	U3 (40')	U4 (48')	9,100	12,500
US 258	South St	Bank St	Roosevelt St	0.2	Widen street to four-lane urban cross-section in 2020.	1,440,000	U3 (40')	U4 (48')	8,300	11,400
US 258	South St	Roosevelt St	Oak St	0.1	Widen street to four-lane urban cross-section in 2020.	720,000	U3 (40')	U4 (48')	8,300	11,400
US 258	South St	Oak St	Pretlow St	0.2	Widen street to four-lane urban cross-section in 2020.	1,440,000	U2 (40')	U4 (48')	8,300	11,400
US 258	South St	Pretlow St	High St	0.2	Widen street to four-lane urban cross-section in 2020.	1,440,000	U2 (40')	U4 (48')	10,000	13,750
DMY	2nd Ave	Armory Dr	High St	0.2	Widen street to four-lane urban cross-section in 2020.	1,440,000	U2 (40')	U4 (48')	6,500	12,400
DMY	2nd Ave	High St	Main St	0.2	Widen street to four-lane urban cross-section in 2020.	1,440,000	U2 (40')	U4 (48')	7,250	9,950
US 258	2nd Ave	Main St	Mechanic St	0.1	Widen street to four-lane urban cross-section in 2020.	720,000	U2 (40')	U4 (48')	6,150	8,450
DMY	Armory Dr	Franklin SCL	Council Dr	0.32	Review of signage, sight distances, lighting, median, and driveway consolidation to address safety (base year).	250,000 (1)	U5 (64')	U5 (64')	12,950	15,800
DMY	Armory Dr	Council Dr	Bailey Dr	0.48	Review of signage, sight distances, lighting, median, and driveway consolidation to address safety (base year).	0 (1)	U5 (64')	U5 (64')	12,950	15,800
DMY	Armory Dr	Bailey Dr	College Dr	0.4	Review of signage, sight distances, lighting, median, and driveway consolidation to address safety (base year).	0 (1)	U5 (64')	U5 (64')	12,950	15,800
DMY	Armory Dr	College Dr	Gardner St	0.6	Widen street to four-lane urban cross-section in 2010.	4,320,000	U2 (40')	U4 (48')	9,350	11,400
DMY	Armory Dr	Gardner St	2nd Ave	0.1	Widen street to four-lane urban cross-section in 2020.	720,000	U2 (40')	U4 (48')	8,350	10,200
DMY	College Dr	South St	Maplewood Ave	0.2	Review of on-street parking, signage, sight distances, lighting, and driveway consolidation to address safety (base year). Widen to four-lane section (2020).	1,540,000 (2)	U2 (40')	U4 (48')	7,350	10,900
DMY	College Dr	Maplewood Ave	Armory Dr	0.3	Review signage, sight distances, lighting and driveway consolidation to address safety (base year). Widen to four-lane section (2020).	2,160,000 (2)	U2 (40')	U4 (48')	7,350	10,900
DMY	College Dr	Armory Dr	Rt 379	0.1	Review signage, sight distances, lighting and driveway consolidation to address safety (base year).	0 (2)	U4 (52')	U4 (52')	11,900	15,700
DMY	College Dr	Rt 379	Stewart Dr	0.13	Review signage, sight distances, lighting and driveway consolidation to address safety (base year).	0 (2)	U4 (48')	U4 (48')	12,550	16,550
DMY	*College Dr	Stewart Dr	Sycamore Rd	0.47	Widen to 4-lane, project under VTDP (base year).	1,714,000 (3)	R2 (30')	U4 (48')	12,550	16,550
DMY	*College Dr	Sycamore Rd	Clay St	0.1	Reconstruct roadway, project under VTDP (base year).	0 (3)	U4 (52')	U4 (52')	12,550	16,550
DMY	Fairview Dr	Hunterdale Rd	Crescent Dr	0.3	Widen roadway to 30' two-lane urban cross-section in 2010.	945,000	R2 (30')	U2 (30')	5,600	9,200
DMY	Fairview Dr	Crescent Dr	W. Hospital exit	0.47	Widen roadway to 30' two-lane urban cross-section in 2010.	1,480,500	R2 (30')	U2 (30')	5,600	9,200
DMY	Fairview Dr	W. Hospital exit	High St	0.13	Widen roadway to 30' two-lane urban cross-section in 2010.	409,500	R2 (24')	U2 (30')	5,600	9,200

DMY	High St	South St	2nd Ave	0.3	Review of signage, sight distances, lighting and driveway consolidation to address safety (base year).	250,000 (4)	U2 (40')	U2 (40')	3,700	5,100
DMY	High St	2nd Ave	4th Ave	0.1	Review of signage, sight distances, lighting and driveway consolidation to address safety (base year).	0 (4)	U2 (40')	U2 (40')	3,000	4,100
DMY	High St	4th Ave	Lee St	0.3	Review of signage, sight distances, lighting and driveway consolidation to address safety (base year).	0 (4)	U2 (40')	U2 (40')	2,500	4,100
DMY	High St	Lee St	Beaman St	0.2	Review of signage, sight distances, lighting and driveway consolidation to address safety (base year).	0 (4)	U2 (40')	U2 (40')	2,500	4,100
DMY	High St	Beaman St	Homestead Rd	0.2	Review sight distances and driveway consolidation to address safety (base year). Widen to 3-lane (center turn lane) 40' section with c&g, sidewalk, 8' hike and bike trail (2010).	1,230,300 (4)	R2 (24')	U3 (40')	2,500	4,100
DMY	High St	Homestead Rd	Fairview Dr	0.4	Review sight distances and driveway consolidation to address safety (base year). Widen to 3-lane (center turn lane) 40' section with c&g, sidewalk, 8' hike and bike trail (2010).	2,460,600 (4)	R2 (24')	U3 (40')	4,000	7,200
DMY	High St	Fairview Dr	Ncl franklin	1.4	Provide for a 8' hike and bike trail separated from the motorized travelway (2010).	212,100	R2 (24')	R2 (24')	2,300	4,150
DMY	*Hunterdale Rd	Clay St	Fairview Dr	0.2	Widen to 4-lane, project under VTDP (2010). Add Hike and Bike trail (2010).	9,245,300 (5)	R2 (24')	U4 (48')	11,250	16,700
DMY	*Hunterdale Rd	Fairview Dr	North Dr	0.6	Widen to 4-lane, project under VTDP (2010). Add Hike and Bike trail (2010).	90,900 (5)	R2 (24')	U4 (48')	6,000	10,850
DMY	*Hunterdale Rd	North Dr	NCL Franklin	0.8	Widen to 4-lane, project under VTDP (2010). Add Hike and Bike trail (2010).	121,200 (5)	R2 (24')	U4 (48')	4,000	7,200
DMY	Pretlow St	Progress Pkwy	Morton St	0.5	Reconstruct roadway as 30' wide urban cross-section in 2010.	1,575,000	R2 (24')	U2 (30')	3,700	6,700
DMY	Pretlow St	Morton St	.17 mi N Morton St	0.2	Reconstruct roadway as 30' wide urban cross-section in 2010.	630,000	R2 (24')	U2 (30')	3,700	6,700
DMY	Pretlow St	.17 mi N Morton St	Laurel St	0.1	Provide sidewalk (2010).	9,600	U2 (40')	U2 (40')	3,700	6,700
DMY	*Andrews Ave Ext	Chaucer Ct	High St	1	Construct 24' wide two-lane rural roadway (2010).	1,035,000	None	R2 (22')	0	0
DMY	*Council Dr	Clay St	Armory Dr	1.2	Construct 24' wide two-lane urban roadway (2010).	3,780,000	None	U2 (30')	0	0
DMY	*Washington St Ext	Railroad crossing	Armory Dr	0.1	Construct 24' wide two-lane urban roadway (2010).	315,000	None	U2 (30')	0	0
N/A	Intersection	2nd Ave	Main St	N/A	Install signs for left turn restriction during peak hours	2,000	N/A	N/A	N/A	N/A
N/A	Intersection	Clay St	College Dr	N/A	Intersection has high number of accidents. Review of sight distances, signage, markings and signal to address safety (base year). Reconfigure intersection as part of Hunterdale widening in 2010 (cost included in thoroughfare improvements).	20,000	N/A	N/A	N/A	N/A
N/A	*Intersection	South St	College Dr	N/A	Intersection improvements planned under VTDP (base year).	1,308,000	N/A	N/A	N/A	N/A
N/A	*Intersection	South St	Pretlow St	N/A	Intersection improvements planned under VTDP (base year). Base year costs included in the South/College intersection improvement cost estimate. Intersection warrants signal in 2010.	180,000	N/A	N/A	N/A	N/A
N/A	Intersection	Fairview Dr	High St	N/A	Intersection warrants signal in 2020.	180,000	N/A	N/A	N/A	N/A
N/A	Intersection	2nd Ave	Mechanic St	N/A	Intersection has high number of accidents. Review of sight distances, signage, markings and signal to address safety (base year). Reconfigure intersection as part of 2nd Ave widening in 2020.	110,000	N/A	N/A	N/A	N/A
N/A	Intersection	2nd Ave	High St	N/A	Install signs for left turn restriction during peak hours	2,000	N/A	N/A	N/A	N/A

N/A	Intersection	Armory Dr	College Dr	N/A	Intersection has high number of accidents. Review of sight distances, signage, markings and signal to address safety (base year). Reconfigure intersection as part of Armory Dr widening in 2010.	110,000	N/A	N/A	N/A	N/A
N/A	Intersection	Elm St	Main St	N/A	Widen turning radius in the southeast quadrant for trucks	25,000	N/A	N/A	N/A	N/A
N/A	*Railroad grade crossing	Norfolk & Western	Bowers Rd	N/A	Install protective flashing lights and/or bells (base year)	25,000	N/A	N/A	N/A	N/A
N/A	Railroad grade crossing	Norfolk & Western	High St	N/A	Install gates (2010).	100,000	N/A	N/A	N/A	N/A
N/A	Railroad grade crossing	Norfolk & Western	High St	N/A	Install gates (2010).	100,000	N/A	N/A	N/A	N/A
N/A	*Railroad grade crossing	Norfolk & Western	Beaman St	N/A	Install protective flashing lights and/or bells (base year).	25,000	N/A	N/A	N/A	N/A
N/A	Railroad grade crossing	Norfolk & Western	Fairview Dr	N/A	Install gates (2010).	100,000	N/A	N/A	N/A	N/A
N/A	Railroad grade crossing	Norfolk & Western	Hunterdale Rd	N/A	Install gates (2010).	100,000	N/A	N/A	N/A	N/A
					Total*	31,488,000				

* Does not include the amount already appropriated under Virginia Transportation Development Plan; and for new roadway recommendations of Andrews Ave Ext, Council Drive, and Washington Street Ext, as well as railroad grade crossings at Bowers Rd and Beaman St, as these are considered to be local initiatives.

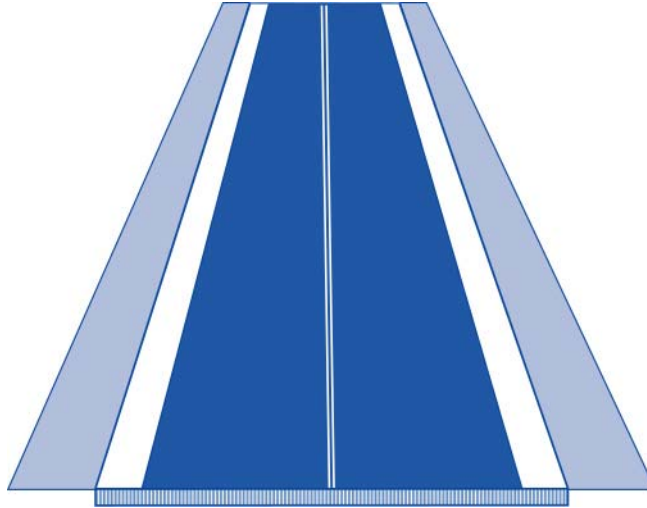
- (1) Cost includes improvements to Armory Dr from SCL to College Dr and is included in Franklin SCL to Council Dr section cost estimates.
- (2) Base year improvement cost includes College Dr from South St to Stewart Dr and is included in the South St to Mapelwood section cost estimates.
- (3) Cost includes reconstructing Sycamore Rd to Clay St section of College Dr.
- (4) Base year cost includes High St from South St to Fairview Dr and is included in the South St to 2nd Ave cost estimates.
- (5) The VDTP included 9,215,000 for Hunterdale improvements from Clay St to Country Club Road. Hike and bike trail separated from the motorized travelway is recommended (2010) from Clay St to NCL and is costed in each section.
- (6) The urban cross-section includes curb & gutter, and sidewalk.

The total cost of identified improvements for City of Franklin amount to \$31.488 million and are divided into three phases. Phase One recommendations amount to \$689,000; Phase Two recommendations \$14.185 million; and Phase Three \$16.614 million. This does not include the amount appropriated for various projects under Virginia Transportation Development Plan as well as for local initiative projects.

TYPICAL SECTIONS¹

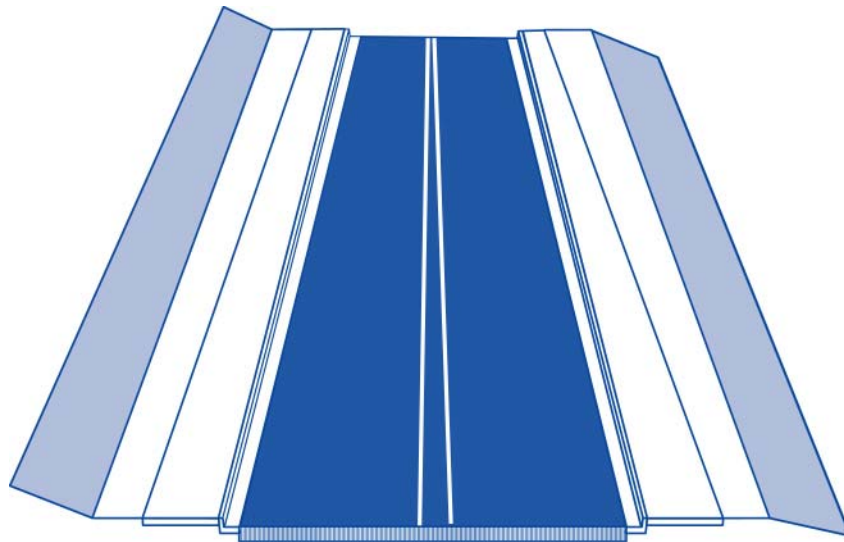
R2

Rural two-lane roadway with standard shoulders and ditches



U2

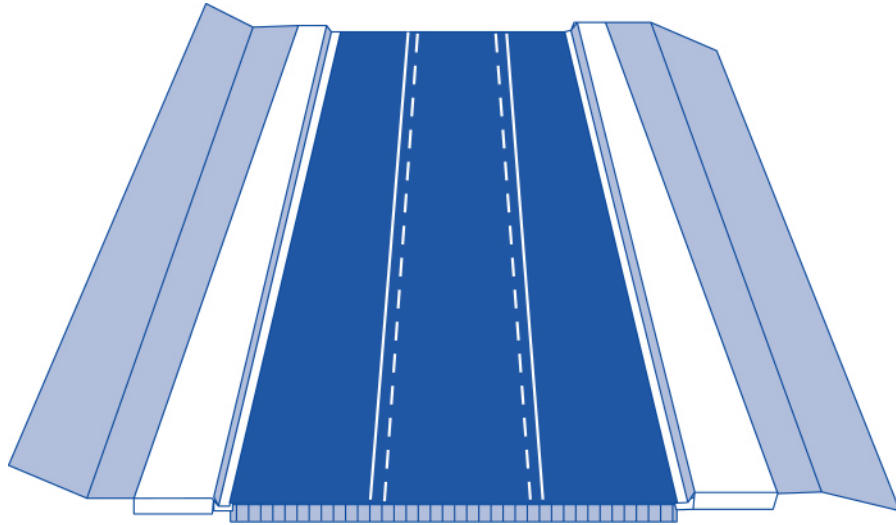
Urban two-lane roadway with curb and gutter



¹ Recommended typical sections assume 12' wide travel lanes.

U3

Urban two-lane roadway with curb and gutter and center turn-lane



U4

Urban four-lane roadway with curb and gutter

